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[22]

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## BIRTH.

HEWLETT.—On December 28th, 1913, at  
H.B.M. Consulate, Newchwang, the  
wife of W. MEYER HEWLETT, of a  
son.

## DEATH.

BANKER.—On the 8th inst., at the Peak  
Hospital, SUBANNAH, dearly beloved  
wife of GEORGE BANKER, of Wuchow,  
in her 40th year.—The funeral will  
pass the Monument at 5 p.m. to-day.  
[140]

HONGKONG OFFICE: 104, DES VOGES ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, JANUARY 9th, 1914.

Among the iconoclastic proposals that  
accompanied the inauguration of the Repub-  
lic, one of the most prominent was the  
scheme for the abolition of city walls, and,  
although very little has been done to  
forward it, the idea will probably germinate  
and in due course bear fruit in the crowded  
cities that feel themselves cramped within  
these medieval ramparts. The city walls of  
Tientsin, of course, vanished several years  
ago in the course of the Boxer campaign,  
and it would puzzle even a Chinese professor  
of geomancy to discover in what way that  
city has suffered damage by their destruction.  
In Shanghai, again, the work of  
demolition is in progress, and will probably  
soon be completed, but if there is one place  
where city walls are an anachronism, it is  
Shanghai, where by far the larger portion  
of the population lives outside the walls,  
which consequently are to a large extent  
useless for defence even against Chinese  
pirates, while they are a great obstacle to  
free communication, as well as, in some  
degrees, a menace to public health. That

the city walls in the cities, and, ultimately, everywhere, will vanish in process  
of time seems certain, if for no other  
reason than that they cost a certain  
amount of money to maintain and,  
in the large and settled centres, serve no  
useful purpose; but the deliberate uproot-  
ing of such links with the past, and  
the destruction of public works of such  
magnitude, can never be a task to be  
approached lightly, and—even though the  
cause be lack of initiative—it is all  
to the credit of the people of China that in  
this one case they have been slow to pluck  
down what they cannot hope to rebuild.  
It would be by no means correct to say that  
the city walls have everywhere outlived  
their utility, even in these days of heavy  
artillery and high explosives, and at present  
there are probably only a few places where  
they could be instantly abolished without  
the inhabitants suffering prejudice in any  
way, though even where they do retain some  
measure of usefulness, it is out of all propor-  
tion to the cost of their upkeep, plus the  
capital value of the land they unproduc-  
tively occupy, plus the loss and inconvenience  
they occasion by their hindrance to free  
entrance to and egress from the city and  
to the transportation of merchandise. And,  
moreover, it may be doubted whether the  
brigand and disbanded soldiers, who are  
now almost the only enemies against whom  
the walls serve as a defence, are a more  
serious danger to the peace of the city or to  
the property of the citizens than are the  
disorderly elements already resident within  
the walls. The *fung-shui* argument—that  
the walls and gate-towers influence in some  
way the mysterious geomantic forces that  
determine the prosperity or decline of the  
city—would no doubt still find many  
adherents among the uneducated classes,  
but even among these it will vanish in due  
course before the advance of education,  
while it is scarcely to be anticipated that  
the argument would not be added by  
anyone of position. But for the total  
absence of vital statistics in China, it would  
probably be easy to demonstrate from the  
case of Tientsin that so far from the  
removal of the walls being prejudicial in  
this respect, it has been a positive boon.  
To a greater or less degree proportionate  
to their height and the area of the enclosed  
space, the walls must exert an evil influence  
on the health of the city, for by obstructing  
the free passage of the winds of heaven  
they facilitate the development and endur-  
ance of breeding spots of disease, while  
they are also to some extent responsible  
for the cramped and unhealthy lines on  
which Chinese cities are laid out. Another  
objection that might be brought forward  
against their destruction is the fact that  
the walls, by restricting passage into and  
out of the city to a few definite points, are  
unmistakably a fiscal convenience, and  
facilitate the collection of the *octroi* and  
various other levies of a similar nature.  
Even so, and presupposing that the wisdom  
of China's financiers will never take her  
beyond the day when every city has an  
import tariff of its own and levies toll on  
all produce brought to it, the end  
seems inadequate to the means—Customs  
officers do not usually find it impos-  
sible to perform their duties unless  
they have the assistance of an earth  
and brick rampart 30 feet high and  
occupying several acres of land that might  
well be put to better use, the more so as  
many important centres of trade in China,  
not being officially "cities," are even now  
without walls, yet seem to suffer no fiscal  
disability from that fact. It is with feelings  
of regret that we contemplate the passing  
of relics of a by-gone age, and we have  
before now raised our voice in protest  
against the blind and unnecessary icono-  
clasm of some of the officials of the new  
school, but we cannot avoid the conclusion  
that, sooner or later, the walls of the  
cities of China will go, and that the country  
will, on the whole, be the gainer by their  
demolition.

Lance-Corpl. Pitt, of the R.A.M.C., has  
reported that he lost an official envelope  
containing a quantity of National Health  
Insurance stamps, valued at £8 10s., in  
Pedder Street.

The water return for January 1st, issued  
yesterday shows 509.10 millions of gallons  
in the reservoirs on the island, as com-  
pared with 238.47 millions on the corre-  
sponding date last year, while the Kow-  
loon gravitation reservoir contained  
329.30 millions of gallons as compared  
with 243.30 millions last year.

A young Englishwoman went to the  
Yokohama City Office on December 29th  
and applied for a licence as a Geisha.  
This is the first time in Yokohama that a  
foreign woman has received such a  
licence. Her Geisha name is Lina and  
she will appear in tea-houses in Kana-  
gawa district. She passed the examina-  
tion for samisen and dancing.

The Court Cards, who have been  
giving entertainments at Canton, give  
their opening performance in Hongkong  
to-night at the Theatre Royal.

A concert arranged by Mrs. H. E.  
Pollock will be held at the Seamen's  
Institute on 15th January. An interest-  
ing programme has been arranged,  
included in which is a comedietta en-  
titled, "A Wire Entanglement."

The Chinese New Year honours include  
Li Yuan-hung, who has been granted the  
Order of the Chiao, First Class, and Mr.  
F. A. Agler, Inspector-General of the  
Chinese Maritime Customs, who has re-  
ceived the same Order, Second Class.

At a meeting of the Board of the Man-  
chester Chamber of Commerce provisional  
arrangements were recorded for the de-  
livery of an address to the Chamber from  
Mr. T. M. Ainscough, M. Com., F.R.G.S.,  
on December 17th. Mr. Ainscough is a  
young Manchester business man and  
traveller, who, after several years' busi-  
ness experience at Shanghai, has recently  
journeyed over the district to be  
traversed by the railway from Burma into  
China, and, as is evidenced by his recent  
series of articles to *The Times*, is re-  
cognized as possessing the latest infor-  
mation on this subject, which is beginning  
to attract general attention after lying  
quiescent for some years.

HONGKONG SUBSIDIARY  
COINAGE.

[COMMUNICATED.]

There appears to be some doubt in the  
mind of the Public as to the effect that  
will be produced on the market value of  
the Hongkong Subsidiary Coinage, by  
the legislation of the Government in  
restricting, or we may say entirely for-  
bidding, the use of the small silver  
coinage of the Kwangtung Government  
in this Colony.

The legislation of the Government in  
this matter will have the effect of  
gradually diminishing the discount at  
present ruling in the market on the  
subsidiary coinage of this Colony, and  
will at the same time cause a flow back  
to Canton of the Kwangtung small coins,  
which, of course, should never have  
become current here.

This Kwangtung minted silver is badly  
wanted in the adjoining provinces, and  
this is evidenced by the large discount  
at present prevailing on the notes which  
were issued at the time of the Revolution,  
and which have inadequate silver sup-  
port; this flow of small silver coin from  
Hongkong into Kwangtung will therefore  
be of assistance to the Chinese people.

Should the Hongkong fractional money  
still remain at a discount in regard to  
the silver pieces and paper money current  
here, all the Government need do is to  
restrict the issue of subsidiary coins until  
such time as they may become on a parity  
with the standard coin—the dollar.

There may be a considerable quantity  
of Hongkong ten and twenty cent  
pieces current in the Canton province,  
but they are badly wanted, and are at a  
high premium in relation to the paper  
currency—at the moment something like  
35 per cent., or in other words \$100 of  
Canton notes is only equal to, say, \$65  
of Hongkong silver sub-coins.

In the circumstances it is not likely that  
we shall see much Hongkong silver money  
coming into the Colony from Canton, so  
that the task of getting the currency of  
Hongkong into some kind of order should  
not be very difficult. "It is a consumma-  
tion devoutly to be wished."

THE PRIVILEGE OF A  
"GENTLEMAN."

A fourteen-year-old boy named  
Frederick Prochund, described as a  
Portuguese, was charged before Mr. J.  
R. Wood at the Magistracy yesterday  
with plucking leaves and flowers in the  
Public Gardens, committing damage to  
the extent of 30 cents. According to the  
evidence of a Chinese constable, the  
defendant was warned for picking leaves  
and flowers in the Gardens, whereupon he  
used bad language towards the lunkong, who  
arrested him. The defendant alleged that  
the lunkong teased some Portuguese  
children who were with him. They had  
some words, and then the lunkong used  
him roughly, and arrested him. The  
lunkong said he had to grab the boy's coat,  
or he would have escaped. The  
Portuguese girls tried to grab him away.  
Inspector Fenton told the Magistrate  
that the defendant was very impertinent  
at the Police Station, and said the police  
had no right to arrest him, as he was  
a "gentleman." He told the defendant  
that the police had a right to arrest any-  
body. His Worship ordered the boy's  
discharge.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

**MR. JOSEPH CHAMBERLAIN AND  
BIRMINGHAM.**

TO RELINQUISH REPRESENTATION IN  
PARLIAMENT.

LONDON, January 8th.

Mr. Joseph Chamberlain, M.P., in a  
letter to his constituents, announces that  
he has decided to retire from Parliament  
at the next General Election. He  
emphasises his regret at severing 37  
years' connection with the constituency,  
but he feels that it needs the services of  
a younger man to take a more active  
part in the Parliamentary struggle.

The news caused the greatest surprise  
and regret in Birmingham. It is  
announced that the veteran Statesman's  
health is no worse.

Newspapers of all shades of politics  
give whole-hearted tributes to Mr. Cham-  
berlain's greatness, and his wonderful  
influence in his generation.

World-wide messages are arriving, ex-  
pressing appreciation of Mr. Chamber-  
lain's services.

## THE HOME RULE CRISIS.

CONVERSATIONS STATED TO BE CONTINUING.

LONDON, January 8th.

Unionist official circles do not confirm the  
report that the conversations between the  
party leaders on the subject of Home Rule  
have ended. Liberals affirm that they are  
continuing without untoward incident,  
and that no adverse factor has arisen.

As an instance of the conflict of opinion  
which exists in relation to Home Rule,  
the *Daily Telegraph* affirms that there  
has been no meeting whatever between  
Mr. Asquith and Mr. Bonar Law. There  
were conversations between representa-  
tives of the two Parties, but even that  
attempt to seek a solution failed.

The *Daily Chronicle* states that Mr.  
Asquith met Mr. Bonar Law last month,  
but that there have been no real negotia-  
tions.

The Liberals are convinced that the  
negotiations will not be opened until after  
the third passage of the Bill through the  
House of Commons.

## AVIATION IN EGYPT.

AMAZEMENT OF THE NATIVES.

CAIRO, January 8th.

M. Pouppe has arrived at Luxor, and  
has re-started for Wadi Halfa. He passed  
over Assuan, where tourists gathered on the  
roofs of the hotels. The whole of the  
natives were amazed, as this was the first  
aeroplane flight they had seen.

LATER.

M. Pouppe has arrived at Wadi Halfa.  
He covered 300 miles at a speed of 70  
miles per hour.

## KAID MACLEAN ON A HYDROPLANE.

Kaid Sir Harry MacLean has started  
for Khartoum on a hydroplane.

## THE ZABERN AFFAIR.

STRASBURG, January 8th.

Herr Mueller, a high Government  
official at Zabern, testified yesterday that  
Colonel von Reuter told him he was  
resolved to prevent the people standing  
about, that he would not allow them to  
laugh, and that he would shoot if neces-  
sary. Colonel von Reuter confessed to  
him that machine guns were kept in  
readiness during the troubles in Novem-  
ber, and said he was obliged to be ready  
for eventualities.

**BRITISH MINISTER AT MEXICO  
TO BE TRANSFERRED.**

GREAT SATISFACTION IN UNITED STATES.

LONDON, January 8th.

Sir Lionel Carden, the British Minister  
at Mexico, is being transferred from  
Mexico to Rio de Janeiro. It is expressly  
explained that it is only a transfer, and  
that Sir Lionel Carden has not been  
recalled.

The change has caused great satisfac-  
tion in the United States.

Reuter learns that Sir Lionel Carden's  
transfer will not take place for some  
months.

New York, January 8th.

Mr. Marling, a Councillor in the Em-  
bassy at Constantinople, is mentioned as  
the probable successor to Sir Lionel  
Carden in Mexico.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

**BRITISH TRADE.**

A RECORD YEAR.

LONDON, January 8th.

The statistics of Great Britain's trade  
for the month of December show that  
there was a decrease in imports of  
£2,950,051, principally of cotton and  
grain. The exports show an increase.

The trade for the year, which was a  
record one, shows that the increases in  
imports amounted to £24,250,000, and the  
increases in exports to £38,250,000. The  
chief increases of imports during the  
year were in food, drink, and tobacco,  
£10,000,000; wood, £5,500,000; metal and  
ores, £2,250,000; and wool, £1,250,000.  
The principal decrease was in raw cotton,  
£9,750,000.

The principal increases in exports for  
the year were:—Coal, £11,000,000; iron  
and steel manufactures, £5,500,000; ma-  
chinery, £4,000,000; new ships, £4,000,000;  
and cotton goods, £3,000,000. The total  
increase in manufactures was £20,250,000.  
Wool exports showed a decrease of  
£250,000.

IMPENDING STRIKE IN SOUTH  
AFRICA.

INDICATIONS THAT MEN ARE DIVIDED.

JOHANNESBURG, January 8th.

The railway strike was fixed to begin  
at seven o'clock this morning. The  
authorities have taken all precautions to  
preserve order, and the Citizen Defence  
Force of Pretoria has been called out.

The Federation of Trades Unions  
threatens a general strike in South Africa  
unless a settlement is arrived at by Satur-  
day, but meetings of the men, at Capetown  
and Durban, indicate that the  
Capetown and Natal workmen are disin-  
clined to strike.

A RAID BY TURKISH SOLDIERS  
FRUSTRATED.

ROME, January 8th.

Unexpected news has come to hand that  
martial law has been proclaimed at  
Valona.

It is now explained that a vessel with  
200 Turkish soldiers and six officers  
arrived on Tuesday evening at Valona,  
from Constantinople, and intended to  
land in the night to proclaim Izzet  
Pasha, ex-Minister for War for Turkey,  
as King of Albania. The Provisional  
Government, with the assistance of the  
Dutch gendarmes officers, proceeded to  
arrest the Turkish troops.

Izzet Pasha is known to have quitted  
Constantinople, but it is not known  
whether he went aboard ship.

MR. MASTERMAN TO BECOME  
CABINET MINISTER.

LONDON, January 8th.

It is stated that Mr. C. F. Masterman,  
M.P., Under Secretary of State at the  
Home Department, is shortly to enter the  
Cabinet. This will entail a bye-election.

## THE ÆGEAN ISLANDS.

BERLIN, January 8th.

It is understood that the Triplets have  
agreed to the British proposal that Greece  
shall retain Chios and Mitylene.

HONGKONG FOOTBALL  
ASSOCIATION.

MONTHLY MEETING.

Mr. R. Hancock presided at the usual  
monthly meeting of the Council of this  
Association at the R.E. Theatre last even-  
ing, and he was supported by Mr. Frank  
Browne, Commander M. B. Baillie-  
Hamilton R.N. and Captain T. A.  
Robertson A.O.D.

Mr. Eager (Hon. Sec.) reported that  
although four letters had been sent since  
September to the Shanghai Football  
Association, no reply had been received. It  
was mentioned that probably the S.F.A. were  
now touring in Japan, but it was decided  
to wire, asking for information as to  
whether or not the Northern Association  
team could be expected to fulfil the  
engagement.

The Army F.A. and the Royal Navy  
Football Association at Home were  
reported as having intimated that it was  
necessary for their Association to be  
directly represented on the Referees'  
Board when ever Army or Navy men were  
being "run up" for misconduct. They  
further insisted that their representatives  
should be Commissioned Officers, and it  
was unanimously agreed to depute Com-  
mander Baillie-Hamilton, R.N., and  
Lieutenant E. K. Jenkins D.C.L.I. for  
this service at Hongkong.

Mr. Eager reported that further Clubs  
had joined the Association, the latest  
affiliations coming from H.M.S.'s  
*Albatross*, *Ribble*, *Kennel*, *Jed*, *Chelmer*,  
*Welland*, and *Triumph*.

The question of raising a Benevolent  
Fund in connection with the Associations  
work was well discussed. No hasty  
decision was come to, it being decided to  
place the matter on the agenda for the  
next meeting.

## TELEGRAMS.

[“DER OSTASIATISCHER LLOYD”  
SERVICE.]

**CHINA SERVICE.**

THE CHANGE IN THE PROVINCIAL  
SYSTEM.

PEKING, January 8th.

The *Peking Daily News* reports that the  
intention of the Chinese Government in  
regard to changing the Provincial  
System is that it shall consist in the first  
instance of changing the titles of the high  
officials. Thus a Governor will be  
designated later on as Hsuan-shih; a  
Taotai as Kuanchahih; a District Prefect  
as Chunshou. It is merely intended to  
reduce the size of the Provinces.

## THE CHINESE PARLIAMENT.

PEKING, January 8th.

The Chin-pang, under the Presidency  
of the Minister of Justice, Liang-chi chao,  
passed a resolution yesterday affirming  
the necessity for convoking Parliament  
during 1914; and further that the Con-  
stitution should be drafted by an  
Assembly elected by the people.

## EUROPEAN SERVICE.

THE BALKAN SETTLEMENT  
NEGOTIATIONS.

BERLIN, January 7th.

In regard to Greece's readiness for the  
evacuation of South Albania, the Triple  
Alliance has informed Sir Edward Grey  
that they agree to Mitylene and Chios  
remaining under Greece, as the Powers  
are unwilling to take them over, and  
Turkey is not at present ready.

Italy surrenders the twelve islands of  
the Lodekauses, as soon as the demands  
regarding Asia Minor have been accepted  
by Turkey with the consent of Great  
Britain.

The Porte has up to the present avoided  
giving support to Izzet Pasha's candi-  
dature for Albania; Izzet wishes to  
remain a Turkish General.

The Persian Government expresses  
satisfaction with the proposed evacuation  
of Kasvin by the Cossacks.

LATER.

A company of international troops has  
been ordered to Alessio on account of  
troubles amongst the Albanians. Valona  
has been declared in a state of siege, but  
this is done merely to prevent a landing  
of Young Turks.

Izzet Pasha declares that he is not an  
aspirant for the Throne of Albania, but  
is ready to command against Greece.

## A PRETENDER IN ALBANIA.

WARNINGS TO THE MAHOMMEDANS.

BERLIN, January 7th.

Warnings are given by the Press of  
Germany, Austria and Italy to the  
Albanian Mahommedans not to support  
a Pretender.

TURKISH AMBASSADORIAL  
CHANGES.

BERLIN, January 7th.

The Turkish Ambassador to Berlin,  
Mahmud Mukhtar Pasha, has been offered  
an army inspectorate, and is preparing  
to leave Berlin. As his successor, Rifad,  
the Ambassador at Paris, is mentioned.

## GERMAN RAILWAY AGREEMENTS.

CHINA AND A QUID PRO QUID.

PEKING, January 1st.

The German Railway Agreement, which  
was signed yesterday, is based on the  
Kiaowchow Convention of 1898. The rail-  
way from Kaomi touches Ichowfu, an  
important commercial centre, and Yihien  
where there is coal and possibly other  
minerals, and terminates at Hanchwang,  
a centre for cereals situated at the meet-  
ing of the Grand Canal and the Tientsin-  
Pukow railway. The length of the line  
will be about 180 miles.

The other railway from Tsinanfu, the  
capital of Shantung, crosses the Yellow  
River by means of the bridge on the Tien-  
tsin-Pukow line in that city and then  
traverses the rich cotton district of  
Shantung and the cereal districts of  
Chihli. It will join the Peking-Hankow  
railway at a point between Shuntufu  
and Weihwei to be decided later by China.  
The Chinese Government has agreed that  
there shall be a German manager,  
chief accountant and traffic superinten-  
dent of each railway.

In view of China's agreement regarding  
extensions beyond those lines which  
were laid down in the Convention of 1898,  
Germany forgoes certain rights enu-  
merated in the Convention affecting  
China's prestige. Surveying has not yet  
begun. Germany is placing the conces-  
sions before various German financial  
groups, who will submit contracts to  
China, Germany handing over the conces-  
sions to the group whose contract China  
accepts.—*Reuter*.



## SUPREME COURT.

Thursday, 8th January.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISNE JUDGE).

## TRIALS OF NEWSPAPER PRODUCTION.

The case was resumed in which Looi Wai Kee claimed \$1,000 from C. H. Lee, editor of the *China Outlook*. There was also a counterclaim for \$2,070, damage and loss, alleged to have been caused by the plaintiff's action in suspending the printing of the paper.

Speaking with regard to the damages claimed in the counter-claim, Mr. Harris (representing defendant), said he thought he was entitled to have the advantage of the ancient principle of *restitutio in integrum*; that was to say, he proposed to prove damages in what he considered to be a correct way, to show what his loss would be if the paper had been brought out—for it was obvious they were losing out on the production—and also the loss incurred by the non-production of the paper, and so get the difference. He was entitled to be put in the position he would occupy if the plaintiff was continuing his contract. It was true that they did lose on the paper, but he had not taken that into consideration when he estimated damages. The claim would really be for three-quarters of the month's balance. The cartoons, Mr. Harris mentioned, which had been secured from the *New York Herald*, cost \$44 (gold).

His Honour remarked that Mr. Harris' plan of claim for damages seemed to be a very fair one, and assuming he found in his favour, the adoption of such a plan would be the better one for the firm.

Mr. Harris—The real question is whether the loss on the production of the paper would be greater than the loss by the non-production of the paper. If the loss on the non-production exceeded the loss as a result of the production, then I am entitled to the difference.

Defendant was then further cross-examined by Mr. Norrington. At the present time, he said, his assets substantially exceeded his liabilities. He had always been in a safe financial condition. When plaintiff ceased printing the paper, he (defendant) discussed terms with the *China Mail*, and the Oriental Printing Company, with regard to the printing of the paper, subsequently coming to terms with the latter.

Mr. Norrington expressed the opinion that defendant could have continued publishing the paper at an earlier date than he did. He was three weeks finding a new printer.

Defendant—If you knew anything about newspaper work you would know that a daily newspaper cannot be produced in a few days.

Mr. Norrington—Do you know that I could bring out an eight-page paper in a week?

Mr. Harris—Go into the box, then, go into the box. (Laughter.)

Mr. Harris, addressing his Honour on behalf of defendant, submitted that plaintiff could not recover in that action if defendant's story as to the arrangements which had been arrived at for the printing of the paper was accepted; also the story with regard to the question of type, and the interview on 29th October. Plaintiff's real claim was for \$242, balance due on the September account. Mr. Harris called attention to the erratic production of the paper by plaintiff, it was coming out at any time, though at the present time, with the same compositors being employed, the paper came out regularly each morning. That went to show, obviously, that plaintiff had broken the contract which he had entered into for regularly producing a morning paper; there was also improper work. When the paper came out after breakfast time it was absolutely useless. As a consequence of these happenings, defendant repeatedly cut down plaintiff's account. He became tired of doing this, and subsequently kept back the \$242 which was being claimed. And plaintiff, it was evident, had realised that he had broken his contract. Referring to banking accounts, Mr. Harris remarked that his friend did not seem to realise that a good many people in that Colony over-drew their accounts, but they had security, and obtained 2 per cent. for nothing. It was, he added, always understood that they should have a month's notice from plaintiff if he wished to stop printing the paper; there was a definite agreement to that effect. There was an account owing of \$241, which defendant was ready to pay, but the amount could not be recovered in that claim, because it was not due when the writ was issued.

Mr. Norrington described Mr. Harris' defence as an old but ingenious one; the expiry of a debt before the issue of a writ. Plaintiff had been very badly treated in the matter, and he contended that defendant had acted in an arbitrary manner. He asked for judgment with costs.

His Honour said he would have to go through the evidence again, and he

## A CHAUFFEUR'S CLAIM.

S. A. Rasheed v. J. H. H. Mody. The claim was for \$104, being as to \$20, balance of wages for November, 1913, and as to \$75 for damages for wrongful dismissal. Defendant made a counter-claim of \$6, balance of fines deducted from the amount owing.

Mr. Dixon appeared for plaintiff, and the defendant was represented by Mr. J. H. Gardiner.

In opening, Mr. Dixon said that the claim for wages was admitted, though defendant said he had a right to inflict certain fines. His friend alleged that plaintiff was not dismissed, but that he left defendant's employ, and on those grounds he held that Mr. Gardiner should open first.

His Honour did not agree to this course, whereupon—

Mr. Dixon explained that plaintiff had been engaged by Mr. Mody as a chauffeur at \$70 per month, and when defendant purchased a second car, the man's wages were increased to \$75 per month. During November, plaintiff drew \$40 in advance of his salary, leaving \$30 due to him. At the end of the month plaintiff went and asked for the amount due, and Mr. Mody told him to come again. When he again asked for this balance of wages Mr. Mody told him to go away, that he would not pay him anything, and that he did not want a chauffeur any more as he was going to England shortly. It appeared, with reference to the fines, that Mr. Mody had said he would fine plaintiff \$10 whenever he was absent. Such an action was legal in England, though illegal under the Truck Acts. Those Acts had been amended at Home, and did not apply to that Colony.

His Honour—I do not know, I often wonder. He also remarked that domestic servants were fined at Home.

Mr. Dixon submitted that his client could not be called a domestic servant.

His Honour—Is not a man who drives a motor-car a domestic servant? They are usually given quarters and marry the cooks. (Laughter.)

Mr. Dixon replied that he did not think so, and added that plaintiff had been dismissed by Mr. Mody, though he was at work on days when defendant said he was not.

Plaintiff then gave evidence supporting his solicitor's statement.

During cross-examination by Mr. Gardiner, plaintiff denied that he had ever been drunk while he had lived in the Colony. He never touched alcohol, neither had he been told by Mr. Mody or his solicitor to "cut out the drink."

Further cross-examined, plaintiff admitted that he left Mr. Mody's employ because his balance of wages was not forthcoming.

An employee at the Exile Garage, in reply to Mr. Gardiner, said that he had seen plaintiff drinking, but he had never seen him drunk when on duty.

Mr. Gardiner—By drinking I mean drinking alcohol. It has been said that he never drank, and he is a Mahomedan. (Laughter.)

His Honour—Of course you did not mean water. (Laughter.)

On behalf of defendant, Mr. Gardiner said that Mr. Mody had never agreed to pay plaintiff \$75. Plaintiff had given a great deal of trouble, and was intemperate. He had one redeeming feature, however, and that was that he was a good mechanic. Mr. Mody had threatened to fine him in the hope that that would curb his intemperate habits. Plaintiff had never been dismissed.

In the witness-box, Mr. Mody said that plaintiff was one of the best mechanics in the Colony when he was sober, but he was very seldom sober. On one occasion in September plaintiff was incapable of driving the car and he was fined \$10. At the end of the month, however, this amount was remitted. Plaintiff absented himself on several occasions in the following month. Late in the day on one of these occasions witness went to the plaintiff's quarters, and he alleged that he there found him "lying down dead drunk with a bottle of wine by his side."

Mr. Gardiner—And that is a Mahomedan who does not drink. (Laughter.)

Cross-examined by Mr. Dixon, defendant said it was somewhat unusual for a person to engage a chauffeur who was frequently drunk.

Mr. Dixon—Don't you think it is a great danger to the Colony to employ a man who is often drunk to drive a car?—Yes, it is very dangerous.

Was he drunk when he drove Mrs. Mody out in the mornings?—He was so drunk on one occasion that I had to push him off the car and drive myself.

But don't you think it is a dangerous practice to employ a drunken man to drive a lady around Hongkong?—When he was drunk he was not allowed to drive. Defendant added that the fines were not put in because the writ was issued.

His Honour was against Mr. Dixon on facts, and the latter thereupon submitted that it was an illegal act to fine an employee for being drunk. It was

illegal in English law, and he now contended that the Truck Acts were now in force in the Colony. It would be an iniquitous law which said that a man could be fined in that way.

His Honour—It is an iniquitous offence to get drunk, and a man who has to have such a clause placed in a contract, has no right to be a chauffeur at all, if you ask me.

Subsequently his Honour remarked that he could only congratulate Mr. Dixon on the excellent fight he had made for his client. No doubt plaintiff was a good mechanic, and if he kept sober was an extremely useful servant. He was of the opinion that the man had been very well treated, and it was a great pity he could not pull himself up. The only thing he could do was to give judgment for the defendant on the claim, with costs.

## CHINESE CUSTOMS RETURNS.

## ANOTHER RECORD YEAR.

PEKING, January 2nd.

Mr. E. A. Aglen, Inspector-General of the Maritime Customs, reports that the total Customs revenues for 1913 amount to Tls. 43,900,000, which at an average exchange of 3s. 6d. is equivalent to £13,793,479.

Compared with 1912, during which the previous highest amount was collected, there is a gain of Tls. 4,000,000. Most ports show an increase. Shanghai, Tientsin, Hankow and Canton each show record receipts and together are responsible for nearly Tls. 25,000,000. The totals of Chinkiang, Wuhu, Kiukiang and Amoy show a falling off.

The Maritime Customs revenues have been sufficient to meet the payment of all loans secured upon them as well as the entire Boxer Indemnity charge for 1913.—*Reuter.*

## AN INTERESTING CHINESE WEDDING IN PEKING.

The *Peking Daily News* reports an interesting wedding in the Temple of Chang Peh-cheng. The bridegroom was Mr. Hsu Liang, who studied for sometime in Columbia University, and who is now in the Ministry of Justice. His guardian is Minister Liang Chi-chao of Justice. The bride was Miss Liu Bing-yu, a daughter of Mr. Liu Hsian-shu, Chief of the Printery of the Ministry of Finance. Premier Hsiung Hsiang-ling was the go-between. Mr. Ling Chang-ming, Chief Secretary of the House of Representatives, was the Master of Ceremony. Among the prominent guests present were Premier and Mrs. Hsiung Hsiang-ling, Mr. and Mrs. Liang Chi-chao, Mr. Ma Liang, Delegate of the Administrative Conference.

The wedding ceremony, says our contemporary, was very interesting. Before the ceremony proper the bridegroom was conducted to a hall, where he worshipped the ancestors and was admitted to manhood through a series of the ceremony handed down from the ancient Chou Dynasty. The bride and bridegroom were then led to another hall where the wedding took place. Premier Hsiung presided over the ceremony. Mr. Ma Liang, who is a famous orator, delivered a speech on the relation between wife and husband.

The following is the abridged programme—

- 1.—The Master of the Ceremony took his seat.
- 2.—The Go-Between (Premier Hsiung) took his seat.
- 3.—The Guardians of the Bride and the Bridegroom took their seats.
- 4.—Music. (The Band of the Chin-wei-hsun.)
- 5.—The Best-men conducted the Bride and the Bridegroom to their seats.
- 6.—The Go-Between made his report.
- 7.—The Bride and the Bridegroom bowed three times towards each other.
- 8.—They bowed once towards the Go-Between.
- 9.—They bowed once towards the Guardians.
- 10.—They gave one bow to the gentlemen, and one bow to the ladies present.
- 11.—They gave one bow to the elders of the family of the bridegroom, and one bow to the elders of the family of the bride.
- 12.—The bride and the bridegroom gave one bow to the relatives of the bridegroom, and one bow to the relatives of the bride.
- 13.—Mr. Ma Liang gave an instructive speech to the bride and the bridegroom.
- 14.—The guardians presented gifts to the new couple.
- 15.—The bride and the bridegroom thanked the audience by one bow.
- 16.—Representatives of the guests gave speeches.
- 17.—The couple replied.
- 18.—Music. (Ten girls sang.)
- 19.—A photograph was taken.
- 20.—The bride and the bridegroom made the acquaintance of each other when they were pupils of Minister Liang Chi-chao in Japan ten years ago. The bride speaks in Japanese and English. She can write Chinese essays and poems. Mr. Hsu Liang has a very good command of the English language and also speaks the Japanese language. His father is the Consul-General in San Francisco.

## WICK BURGHS BYE-ELECTION.

## RE-ELECTION OF LORD ADVOCATE.

The result of the polling in Wick Burghs, which took place on December 8th, was declared as follows:—

Mr. R. Munro, K.C. (L.) ..... 1,577

Mr. A. G. Mackenzie (U.) ..... 1,134

Liberal majority ..... 443

The bye-election was rendered necessary by Mr. R. Munro's appointment as Lord Advocate.

The last election resulted as follows:—

Mr. R. Munro (L.) ..... 1,515

Sir A. Bignold (U.) ..... 1,304

Liberal majority ..... 211

It was expected that Mr. Munro would be returned, but the size of the majority—the largest ever recorded in the history of the Burghs—came as a surprise even to his supporters.

## PORTUGUESE LADY ATTACKED.

## TWO MEN COMMITTED FOR TRIAL.

At the Magistracy yesterday, Mr. J. R. Wood committed two Chinese for trial at the next Criminal Sessions on a charge of snatching a handbag, containing money and various articles, from Miss M. Britto, residing at No. 27, Seymour Road, on the Salisbury Road, Kowloon.

It was alleged for the prosecution, which was conducted by Inspector Murison, that the two men approached the complainant from behind and snatched the bag she was carrying, afterwards making off. A complaint was lodged with the authorities, with the result that the two men were arrested.

Defendants, when asked if they had anything to say before being committed, answered in the affirmative. The first man declared that he came down to see the second defendant on the day of the robbery. He denied snatching the bag, and said it was the second man. The latter gave him the money, asking him to put it in two different places. He then told him to run. He (the first defendant) had been walking with the second man the whole day, and he taught him to do it.

The second defendant alleged that the first defendant snatched the bag, but he did not know how he did it. He went to Sayingspun on the Sunday, and on his return found that the first man had been arrested. He went to see him, and whilst the defendant was in custody he was assaulted by a district watchman. After the first man had been assaulted, he said that he (the second defendant) had taken part in the robbery. He denied taking part in the affair.

His Worship committed the men for trial.

## THE CHARGES AGAINST EUROPEANS.

Three Europeans, named Joseph Kelly, Lewis John Baxter, and Sam Benhoman, the first two being unemployed, and the third described as a share-broker, appeared before Mr. Wood at the Magistracy yesterday afternoon, in answer to 12 charges preferred against them by the police.

His Worship explained to the defendants that the 12 charges referred to six separate occasions. They were charged with larceny, attempted larceny, and conspiracy. The first two meant that the men went to the places concerned and obtained or attempted to obtain certain goods without any intention of paying for them. The conspiracy charges meant that they put their heads together to see how they might cheat these people.

The charges related to several alleged fraudulent purchases on various dates from the 24th December to the 30th December, the goods concerned being chiefly of silk, leather, and cotton.

The Court first proceeded with the charge of stealing three leather trunks and one pair of slippers from Lai Cheung Shun, master of the Sang Mow shop, No. 13, Queen's Road Central. The complainant stated that the three defendants and another man came into his shop on the afternoon of the 24th ult., and the third man asked the price of a leather trunk. After he had been answered, all defendants discussed the price, and agreed to buy four large leather trunks and three small ones, together with four pairs of slippers. The price of all these goods was \$71.50. After agreeing to buy the articles they all went away, one of the men (Kelly) returning half an hour later. He asked that the property should be sent away with him, and so witness sent two foks with him. The foks returned later in the day, bringing back four trunks and three pairs of slippers. From what the coolies told him he went to the Police Station and made a report. About a week later he went to the station for the purpose of identification, and then picked out four men, including the three defendants. He made a mistake in regard to the fourth man. In the shop the first defendant said "each on delivery." He had not been paid for any of these articles.

The foks employed at the Sang Mow shop gave evidence, and the case was adjourned.

## THE ROYAL HONGKONG GOLF CLUB.

## CAPTAIN'S CUP 1914.

First Round Second Round  
Captain James Captain Sexton

Captain Soler  
Mr. S. H. Dodwell  
Mr. C. C. Clarke

Mr. R. Hancock  
Mr. J. B. Thomson  
Mr. A. C. Davison

Dr. Grano  
Mr. A. H. Crew

Mr. A. H. C. Jackson  
Lieut. Milner Jones

1st and 2nd Rounds to be played by Sunday, 18th January.

3rd Round to be played by Sunday, 25th January.

Final to be played by Sunday, 1st February.

## SHIPPING NOTES.

The British steamer *Indrabahar*, bound from Adelaide for England, went aground in the Habret section of the Suez Canal on the 17th ult. and obstructed the traffic. The *Indrabahar*, a steamer of over 7,000 tons, stranded on the Manawatu coast early in May and remained ashore for nearly two months. The telegram from Port Said said it would be necessary to discharge cargo before the vessel could be refloated.

Prominence is given in London papers to a telegram from Vancouver (B.C.) stating that the Canadian Pacific Railway Company is employing Chinese in the crews of their Pacific liners *Empress of India* and *Empress of Japan* on the grounds of economy. The report is one which requires some modification; however, for we notice that Mr. H. Maitland Kersy, manager-in-chief of the Canadian Pacific Ocean Service, has stated that though Chinese were being increased as stewards and stokers there is no intention of replacing British with Chinese crews.

At Newcastle-on-Tyne last month Sir W. G. Armstrong, Whitworth, & Co. (Limited) launched the large oil tank steamer *San Isidoro* for the Eagle Oil Transport Company (Limited). The vessel is 548ft. long, 66ft. wide, and 41ft. deep, with a tonnage of 15,000. She has been built on the Isherwood system of longitudinal framing and will carry oil in 12 holds. Oil will be burned as fuel, and the propelling machinery will be supplied by the North-Eastern Marine Engineering Company, Wallsend. The vessel will have a Marconi wireless installation.

The Russian mercantile marine, owing to its slow development, is still unable to take any large part in international sea-borne trade, and continues to confine itself exclusively to the coasting trade. With the object of improving matters, the Ministry of Commerce and Industry has drawn up a Bill proposing to institute navigation bounties for Russian merchant vessels. Thus reports the Embassy at St. Petersburg on the authority of a Russian newspaper. These bounties are to be based on the comparative working expenses of foreign and Russian shipping enterprises, so that vessels of Russian nationality will be able to compete on equal terms with foreign vessels, an end which it is estimated will be achieved by a bounty of 6 copecks (about 1d.) per hundred ton-mileage. Russian merchant vessels plying between (a) Russian and foreign ports (b) foreign ports, (c) ports on the Danube and its tributaries, and (d) Russian ports situated on different seas, will be entitled to receive the Bounty. The minimum tonnage necessary for any vessel to be eligible for the bounty will be 20 tons. Foreign-built ships flying the Russian flag for less than a year from the date of registry at a Russian port will be ineligible, and it is also proposed to exclude vessels already receiving a Government subsidy.

It is estimated that 1,000,000 roubles (about £105,500) will be required annually for these bounties, but H.M. Commercial Attaché for Russia states that no provision is made for such a charge in the estimates for 1914 of the Departments of Mercantile Marine and Mercantile Ports, as the Bill has not yet been brought before the Duma. The estimates, however, do provide 100,000 roubles (about £10,550) for bounties for the encouragement of Russian coasting trade in the Pri-Amur region. This allows for approximately 130,000,000 ton-miles at 0.05 copecks each, including 35,000 roubles (about £3,690) for bounties at the higher rate of 0.75 copecks per ton-mile for voyages north of latitude 50deg. N.

## EMPLOYERS' CLEMENCY.

At the Magistracy yesterday, before Mr. Wood, Chan Wing, formerly employed by the Sze Yap Steamship Company, was charged with embezzling various sums amounting to \$1,920, the property of the Company.

Mr. R. C. Faithfull, appearing for the Company, said the prosecution did not wish to press the charge, as the man had been a good servant, and he had a wife and large family to keep. The thefts were all in small sums, spread over a period of seven years from the beginning of 1907. He asked the Magistrate to deal with it summarily, as the defendant admitted everything. His Worship sentenced the man to six months' hard labour.

## LONDON SHARE QUOTATIONS.

The following quotations of shares were received by cable from London yesterday morning by Mr. F. C. Potts:—

	B. s. d.
Shells ("Bearers")	4 17 6 sellers.
Ural Caspians	2 3 6 buyers.
Mexican Eagles	1 18 0 middle.
Kailans	1 17 5
Pahangs	9 9 buyers.
	10 6 sellers.

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ALEXANDRA BUILDINGS,

CHATER ROAD

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## RACES SEASON.

## CALDBECK'S COCKTAILS.

## V.O.S. WHISKY.

## DOW'S HUNTING PORT.

## BENEDICTINE (D.O.M.)

## AQUARIUS SODA.

## CLUB CIGARETTES.

25







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"SQUARE BOTTLE"

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**1745.**

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**IMITATIONS.**

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**LANE CRAWFORD & CO.**  
and from ALL WINE MERCHANTS.

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Pills give quick relief, stimulate the organs to healthy action and have a tonic effect upon the whole system. If you have not tried them and have any doubt as to their real value and efficacy, get a box and judge for yourself. You will find Beecham's Pills a valuable aperient and unequalled in regulating the stomach, bowels, liver, and kidneys, and restoring the powers of digestion. They increase the appetite, promote stimulation of food, and establish good health. No household should ever be without a box. Many thousands of families have proved the value of Beecham's.

**PILLS**

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On Sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 30th July, 1913.

## HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, December 10th.  
HARRY LAUDER.

No Cabinet Minister in the height of his popularity has ever had a more enthusiastic series of ovations than Harry Lauder on the eve of his departure on his world tour. This is his last week, and every day there are queues waiting outside the halls where he is to make his farewell appearances. Twice this last few days I have seen him compelled to make speeches before the curtain after an unusually liberal "turn." But the Scotch comedian has his serious moments. He has taken seriously to the task of campaigning on behalf of the pit pony, one of which, years ago in Scotland, saved his life. He spoke on the subject of the ill-treatment of the ponies from a pulpit in South London the other day, and on Monday he carried his advocacy to Downing Street. Accompanied by Sir Henry Dalziel he went to see the Ministers and to enlist their sympathies for his dumb friends. First he saw the Chancellor of the Exchequer and then the Home Secretary, Mr. McKenna. On both he urged the appointment of more inspectors under the Coal Mines Act. The Home Secretary promised to go into the matter thoroughly and if he found Lauder's contentions borne out he said he would report favourably on the suggestion. Mr. McKenna's ready familiarity with pit conditions and his sympathy with the miners greatly cheered the comedian, who declares if he can bring about this reform he will start on his tour with a light heart. After the conferences he lunched with Mr. and Mrs. Lloyd George, Mr. McKenna and Miss Violet Asquith also being present. Gathered round the fire later on in homely fashion he gave them a private entertainment. It is not everybody that has Harry Lauder's advantages when they go campaigning in Downing Street. The suffragettes might take their cue from him, and thus gain ready admission to the presence of Ministers.

## THE LOAN MARKET.

Once more we have had a failure in the loan market—not to speak of the troubles experienced of the French Government over their loan. The manager of one of the Canadian banks tells me the underwriters of the latest Canadian Government loan have had eighty per cent. left on their hands. This is on all fours with the experience of the Australasian governments. Canada, of course, will get the money from the underwriters, but when next she comes a-borrowing she will have to be content to make the issue at a lower price and to pay a higher rate of interest. There is far too much undigested stock in the market. The big French loan and its uncertainties, and the prospect of extensive Balkan loans have made investors determine to "wait and see." Moreover, trade being good and money scarce, people can effect better terms for their money than have recently been offered. In fact, Balkan and other borrowers will have to take a lower price and offer a higher rate of interest than would have been the case a short time ago. Otherwise they will find underwriters very shy people. All of which proves that the Chinese Government will be wise to avoid this Continent for some time to come in the matter of loans.

## THE INDIAN TROUBLE IN NATAL.

The Indian trouble in Natal is, unfortunately, but a symptom of a general uneasiness in Indian circles. I hear that in Zurich, that hotbed of international intrigue, a headquarters has been established for the purpose of focusing the activities of all the propagandist societies of Europe in support of Indian nationalism. The main idea is to discredit British rule in India. The committee includes Indian barristers, doctors of social science, and a number of professional mischief-makers. Abroad, these seditious mongers have already achieved some measure of success. Beginning with the Swiss people, they have induced a very large number to believe that our rule in India is one of terrible tyranny. The Swiss are coming to regard the Indian peoples as a host of martyrs, and their love of liberty is being appealed to in the attempt to deepen their suspicions of Albion. From the same quarter there has been passing to India for some time a steady stream of abusive and seditious literature, the publishers of which risk nothing more than the seizure of an edition in the mails. The thing is rather cleverly done and much of the mischievous matter has reached its destination, despite the vigilance of the Indian Post Office authorities. A new British Consul has been appointed to Geneva, who is an old Anglo-Indian official, and he has taken to the lecture platform in the endeavour to apply the antidote to this poison. He is finding the task no light one, however, in view of the prejudice the seditious have contrived to create.

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## TRADE MARKS IN CHINA.

The Manchester Guardian London correspondent writes: "I hear that a Manchester firm of traders with the Far East has just appropriated a number of designs which were placed in the control of the Association of Chambers of Commerce by Mr. Gardiner, formerly British Consul at Shanghai, with the object of registering them as trade marks. Mr. Gardiner, as the result of long study of Chinese customs and beliefs, made a collection of about 400 designs which, when found on certain classes of goods, were regarded by the Chinese as 'lucky,' as the horse shoe, for instance, is thought lucky in England. He sent these to the Board of Trade some ten years ago with the suggestion that British manufacturers might use the designs without charge, except such as was involved in reproduction and registration. The Board of Trade placed the designs in the hands of the Association of Chambers of Commerce, and now more than two-thirds of them have been appropriated, a very large proportion of them having been used as cotton trade marks."

## THE PURCHASE OF THE CRYSTAL PALACE.

If the appeal made by the ex-Lord Mayor of London for £30,000 with which to complete the purchase of the Crystal Palace fails to bring in the whole amount from the general public, I understand a single donor will give all that is needed to "save the Palace." Already Sir David Burnett has received promises of £10,000 towards this object, and the givers in several cases are cloaking their generosity under a guise of anonymity. The King is taking the greatest interest in the movement and has already intimated that when the time comes he and the Queen will be pleased to attend the dedication in State. There is some hope that the ceremony may be performed on June 10th next, which is the anniversary of the opening of the building on its present site by the late Queen Victoria, just sixty years ago.

## THE COST OF LIVING.

All but the rich among us—and they are growing fewer—will shortly be taking to a vegetarian diet, out of respect for the price of meat and the dire tale of the statistical returns. For years we have been scared by headings bearing on the "high cost of living," but the figures for the past year show us in cold detail that twenty-two every day occupants of the larger have risen in cost. Bread and all cereals, meat of all kinds—dairy products, sugar, jam, and raisins are going up so fast that soon only those with a golden ladder will be able to reach them. In potatoes and currants alone is there substantial hope, and I doubt if a hearty athlete will consider "substantial" in fact. I am assured by those whose onslaught on the stores is more transient and vicious than my own that there is practically nothing, right down to a packet of hocks and peas that has not made an appreciable advance.

(Continued on Page 6.)

## VESSELS EXPECTED.

## THE AUSTRALIAN MAIL.

The E. & A. Aldenham left Sydney for this port on the 17th December, and may be expected to arrive here on or about 10th January.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Thursday Island for this port via Manila on the 2nd January, and is expected here on the 13th January.

## THE GERMAN MAIL.

The I.G.M. str. *Prinz Ludwig*, from Singapore, may, as per wireless message received via Tsingtau, be expected here on or about the 8th January, at 6 a.m.

## MERCHANT STEAMERS.

The P. & O. str. *Nyanza* left Singapore for this port on the 3rd January, at 6 a.m., and is due here on the 9th January, at about 8 a.m.

The str. *Rubi* left Manila on the 8th January, and is due here on the 9th January, at daylight.

The C.P.R. str. *Monteagle* left Shanghai on the 7th January, at 5 a.m., and is due to arrive here on the 10th January, at daylight.

The N.Y.K. str. *Tosa Maru* (Calcutta Line) left Moji for this port on the 5th January, and is expected here on the 10th January.

The N.Y.K. str. *Hitachi Maru* (European Line) left Moji for this port on the 5th January, and is expected here on the 10th January.

The N.Y.K. str. *Tango Maru* (Australian Line) left Kobe for this port via ports on the 6th January, and is expected here on the 12th January.

The N.Y.K. str. *Iyo Maru* (European Line) left London for this port via ports on the 6th December, and is expected here on the 14th January.

The str. *Glenfarg* passed the Suez Canal on the 19th December, and is due here on or about 15th January.

The N.Y.K. str. *Sanuki Maru* (Calcutta Line) left Calcutta for this port via ports on the 27th December, and is expected here on the 15th January.

The N.Y.K. str. *Shidzuoka Maru* (American Line) left Yokohama for this port on the 6th January, and is expected here on the 16th January.

The N.Y.K. str. *Tamba Maru* (American Line) left Seattle for this port via ports on the 30th December, and is expected here on the 1st February.

The N.Y.K. str. *Katori Maru* (European Line) left London for this port via ports on the 3rd January, and is expected here on the 11th February.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

*Loani*, from Singapore, is due in Hongkong 9th January.

*Namsang*, from Moji, is due in Hongkong 10th January.

*Chipsing*, from Chefoo, is due in Hongkong 12th January.

*Kutsum*, from Calcutta, is due in Hongkong 12th January.

*Kurung*, from Calcutta, is due in Hongkong 17th January.

*Hingang*, from Sandakan, is due in Hongkong 9th January.

## SHIRE LINE, LIMITED.

*Vennachar*, from Tacoma, is due in Hongkong 20th January.

*Cardigan*, from London, passed the Canal on the 2nd January, is due in Hongkong 2nd February.

**Dancing is delightful to the music of the Victrola**

Delightful because of the superb dance music—loud and clear and in perfect dance time. Delightful because you can dance whenever you feel like it—the Victrola is always ready. Turkey Trots, Tangos, One Steps—dance music of every kind. Come in and we'll gladly play some for you.

Victors and Victrolas from \$35. Terms to suit.

**S. MOUTRIE & CO., LIMITED.**  
EXCLUSIVE DISTRIBUTORS.

## BANKS

## NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 80,000,000 (£2,500,000)  
Paid-up Capital... Fl. 17,407,000 (£1,450,583)  
Reserve Fund .... Fl. 6,518,000 (£543,166)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS:

THE WILLIAMS &amp; WATSON BANK.

SWISS BANK CORP.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager.

No. 8, Des Vaux Road Central.

Hongkong, 3rd October, 1913. [21]

## THE SHARDED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital... £1,200,000  
Reserve Fund .... £1,700,000  
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.  
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT, Acting Manager.

Hongkong, 14th April, 1913. [1494]

## THE YOKOHAMA SPECIE BANK, LIMITED.

Authorized Capital... Yen 48,000,000

Paid-up Capital... " 30,000,000

Reserve Fund... " 18,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at:

Amoy, Hankow, Hongkong, Kobe, London, Lyons, Nagasaki, Peking, Shanghai, Singapore, Szechuan, Tientsin, Yokohama.

Interest Allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 30th September, 1913. [464]

## THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital... £1,500,000

Subscribed " 1,125,000

Paid-up " 862,500

Reserve Fund... 415,000

BANKERS:

BANK OF ENGLAND, and

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. E. LINTON, Manager.

Hongkong, 14th July, 1913. [788]

## HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,

N. J. STABB, Chief Manager.

Hongkong, 1st July, 1911. [19]

## BANKS

## THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital... Yen 10,000,000

Capital Subscribed (paid up) " 6,250,000

Reserve Fund... " 2,820,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:

Amoy, Swatow, Tainan

Anping, Kobe, Tamsui

Canton, Nagasaki, Tokyo

Fookchow, Osaka, Yokohama

Keelung, Shanghai

HONGKONG OFFICE,

8, Des Vaux Road.

Interest allowed on Current Accounts.

Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1913. [1272]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital... \$15,000,000

Reserve Funds—

Sterling... \$1,500,000 at 2½—\$15,000,000

Silver... \$17,450,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.

S. H. DODD, Esq., Chairman.

Hon. Mr. D. L. LALAND—Deputy Chairman.

G. Friesland, Esq., J. A. Plummer, Esq.

E. Goetz, Esq., W. L. Bateman, Esq.

C. S. Gubbay, Esq., H. A. Sells, Esq.

P. H. Holyoak, Esq., Hon. Mr. E. Shellim.

C. Landgraf, Esq.

CHIEF MANAGERS:

Hongkong—N. J. STABB.

Shanghai—A. G. STEPHEN.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB, Chief Manager.

Hongkong, 9th January, 1914. [18]

## INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:

Bombay, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000

equal \$1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 21st October, 1913. [1280]







## VESSELS ON THE BERTH

## THE "INDRA" LINE, LIMITED

FOR NEW YORK  
(With liberty to call at Malabar Coast).

## THE Steamship

"INDRAKUALA"  
Captain A. H. Smith, will be despatched as above TO-MORROW, 10th January, 1914.  
This steamer has superior accommodation for a limited number of First Class Passengers.  
For freight or passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.

Telephone No. 215, Sub. Ex. No. 9  
Hongkong, 25th December, 1913. [1417]

## GLEN LINE (McGREGOR, GOW &amp; CO.), LTD.

FOR MARSEILLES, LONDON, ROTTERDAM AND ANTWERP.

## THE Steamship

"GLENSTRAE"  
Captain Jas. McMillan, will be despatched for the above ports on or about 11th January, 1914.  
For freight or passage, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 17th December, 1913. [1442]

## THE "INDRA" LINE, LIMITED.

FOR SAN FRANCISCO.

## THE Steamship

"INDRASAMHA"  
Captain Jones, will be despatched as above about 11th January, 1914.  
For freight and further information apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Telephone No. 215, Sub. Ex. No. 9,  
Hongkong, 31st January, 1914. [1418]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR EASTERN, PERSIAN, GULF, CONVENTUAL, AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship

"EGYPT"  
Captain F. R. Summers, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 17th January, 1914, at Noon, taking Passengers and Cargo for the above ports, in connection with the C.P.R. steamer "MONTAGLE" from Colombo, passengers' accommodation, in which vessel is secured before departure from Hongkong.  
Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay and transhipped as above.  
London, on the 28th January, 1914.  
Passage will be received at the Office until 2 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 5th January, 1914. [1]

## THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA SUEZ CANAL.  
(With liberty to call at the Malabar Coast.)

## THE Steamship

"SHIRLEY"  
Captain Hopley, will be despatched as above on SATURDAY, the 17th January, 1914.  
For freight and passage, apply to  
ARNHOLD, KARBURG & Co.,  
General Agents.  
Hongkong, 17th December, 1913. [1443]

## ON SALE

AT THE

"HONGKONG DAILY PRESS" OFFICE.

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form.

PRICE ... .. \$1.

Hongkong, 11th October, 1913.

## VESSELS ADVERTISED AS LOADING

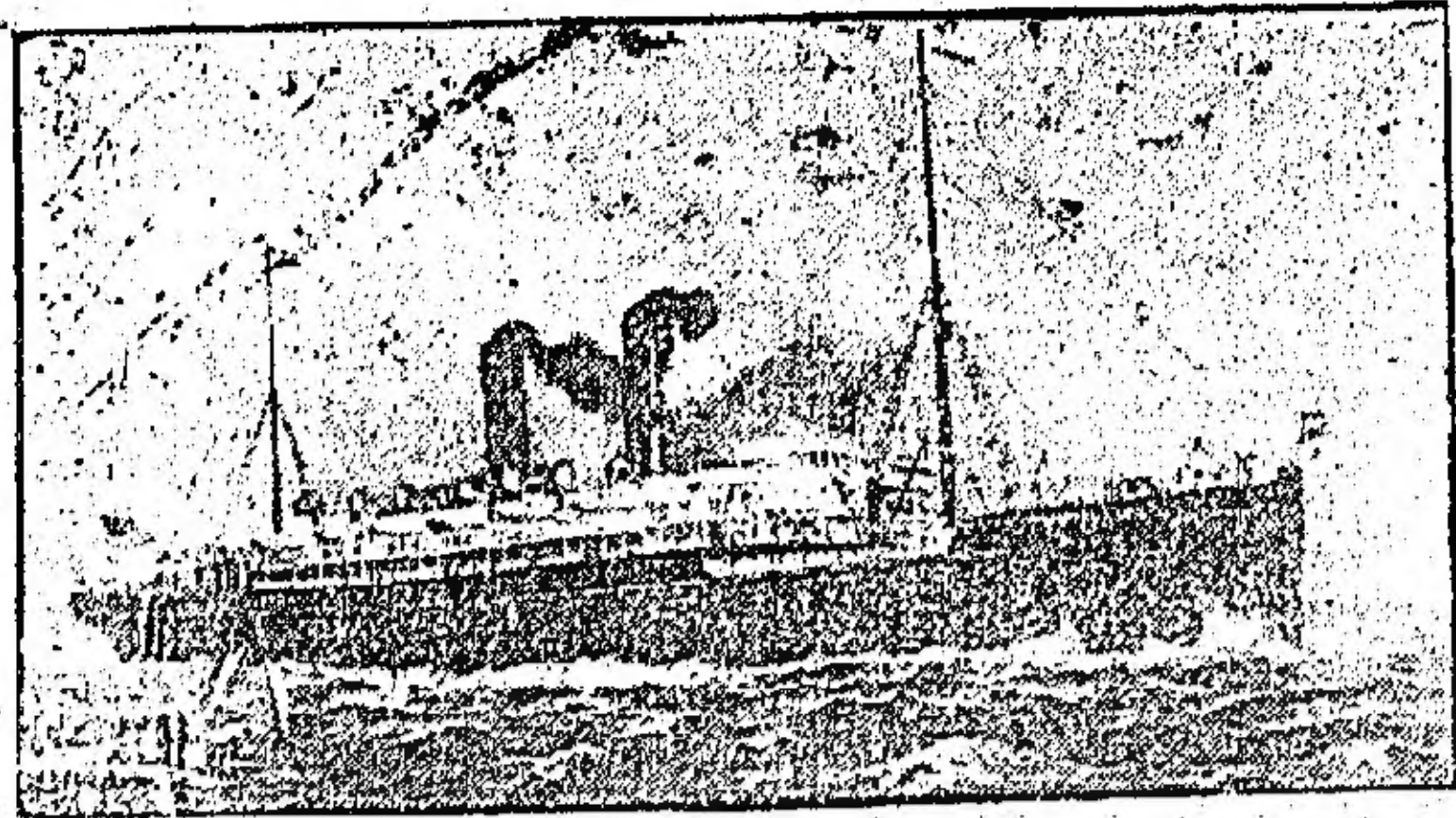
To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.							
1. From Green Island to the Harbour Master's Office.		2. From Harbour Master's Office to Blake Pier.		3. From Blake Pier to Naval Yard.		4. From Naval Yard to East Point.	
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.	
LONDON VIA USUAL ROUTE OF CALL	EGYPT	Brit. str.	—	F. R. Summers	P. & O. S. N. Co.	On 17th inst. at Noon	
LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Brit. str.	—	F. R. Ram, R.N.R.	P. & O. S. N. Co.	About 21st inst.	
LONDON & ANTWERP	DEN OF AIRLIE	Brit. str.	—	Jas. McMillan	JARDINE, MATHESON & Co., LD	About 28th Feb.	
MARSEILLES, LONDON, ROTTERDAM & ANTWERP	GLENSTRAE	Brit. str.	—	Lancelotti	MESSAGERIES MARITIMES	About 11th inst.	
MARSEILLES VIA SAIGON, SINGAPORE, COLOMBO, PORT SAID	PAUL LEGAT	Frenc. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 14th inst. at D'light	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jan. str.	—	Kotoko	HAMBURG-AMERICA LINE	On 14th inst.	
MARSEILLES, BREMEN & HAMBURG, &c.	EMDEN	Ger. str.	k. w.	Helfer	HAMBURG-AMERICA LINE	On 8th Feb.	
MARSEILLES, HAVRE & HAMBURG, &c.	ANDALUSIA	Ger. str.	k. w.	Christiansen	MELOHNS & Co.	Middle of Mar.	
MARSEILLES, DUNKERQUE, & WERPE, R'AM-REBREMEN &c.	MARK	Ger. str.	—	Christiansen	HAMBURG-AMERICA LINE	On 25th inst.	
HAYRE, BMDEN & HAMBURG, &c.	SILBIA	Ger. str.	k. w.	H. W. J. Holman	HAMBURG-AMERICA LINE	On 13th inst.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	GOLDENFELS	Ger. str.	k. w.	R. Shillington	JARDINE, MATHESON & Co., LD.	About 10th inst.	
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLYMOUTH	GLENROY	Brit. str.	—	L. Sato	NIPPON YUSEN KAISHA	On 13th inst. at Noon	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	AWA MARU	Jan. str.	—	L. Sato	OSAKA SHOSSEN KAISHA	On 13th inst. at Noon	
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	CHICAGO MARU	Jan. str.	—	N. Sato	HAMBURG-AMERICA LINE	On 2nd Feb.	
VICTORIA, VANCOUVER, SEATTLE & PORTLAND	SAXONIA	Ger. str.	k. w.	H. Textor	MELOHNS & Co.	On 21st inst. at 10 A.M.	
NAPLES, GENOA, ALGERES, GIBRALTAR, SOUTHAMPTON	LUTZOW	Ger. str.	—	H. Textor	SANDER, WIELER & Co.	On 15th inst. at 4 P.M.	
TRIESTE, VIA SINGAPORE, HONGKONG, COLOMBO, &c.	KOEBER	Ger. str.	—	H. Textor	SANDER, WIELER & Co.	About 2nd Feb.	
TRIESTE, FUME, VENICE VIA SINGAPORE, &c.	CHINA	Ans. str.	—	A. H. Smith	JARDINE, MATHESON & Co., LD.	To-morrow.	
NEW YORK	INDRAKUALA	Brit. str.	—	Hopley	ARNHOLD, KARBURG & Co.	On 17th inst.	
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	SHIRLEY	Am. str.	—	Melsner	HAMBURG-AMERICA LINE	On 14th inst.	
VANCOUVER, SEATTLE and/or TACOMA & PLYMOUTH (Or)	EMERALDA	Brit. str.	k. w.	F. L. Davidson	CANADIAN PACIFIC CO.	On 13th inst. at Noon	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	2 m.	H. Powell	CANADIAN PACIFIC CO.	On 5th Feb. at Noon	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMERALD OF INDIA	Brit. str.	2 m.	A. G. Stevens	PACIFIC MAIL S.S. Co.	To-morrow, at 10 A.M.	
SAN FRANCISCO VIA MANILA & JAPAN, &c.	NILE	Am. str.	—	J. P. Jones	PACIFIC MAIL S.S. Co.	On 14th inst. at Noon	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARU	Jan. str.	—	E. Finlayson	JARDINE, MATHESON & Co., LD.	On 27th inst. at 1 P.M.	
SAN FRANCISCO	MONGOLIA	Am. str.	—	Sekine	BUTTERFIELD & SWIRE	To-morrow.	
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	A. Hurling	NIPPON YUSEN KAISHA	On 14th inst. at Noon	
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jan. str.	—	A. Hurling	MELOHNS & Co.	On 25th inst. at 2 A.M.	
AUSTRALIAN PORTS VIA MANILA	PAINE, SIGMUND	Ger. str.	—	A. Hurling	OSAKA SHOSSEN KAISHA	On 30th inst. at 10 A.M.	
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Brit. str.	—	A. Hurling	MELOHNS & Co.	On 3rd Feb. at Noon	
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	KIYO MARU	Jan. str.	—	E. Glegg	JASA-CHINA JAPAN LINE	Quick despatch.	
JAPAN	SHIRLEY	Am. str.	—	Hirase	JARDINE, MATHESON & Co., LD.	On 14th inst. at D'light	
YOKOHAMA, KOBE & MOJI	LOVAT	Am. str.	—	O. J. Jones	JARDINE, MATHESON & Co., LD.	About 31st inst.	
YOKOHAMA & KOBE VIA SHANGHAI	YORWART	Am. str.	—	R. Takeda	JARDINE, MATHESON & Co., LD.	On 12th inst. at 3 P.M.	
KOBE & MOJI	SUIKANG	Brit. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 15th inst. at 11 A.M.	
KOBE & YOKOHAMA	IOYU MARU	Jan. str.	—	R. Takeda	MELOHNS & Co.	About 3rd Feb.	
KOBE	RYO WADENAR	Ger. str.	—	Robertson	NIPPON YUSEN KAISHA	On 14th inst. at 11 A.M.	
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	—	F. von Binsar	JARDINE, MATHESON & Co., LD.	On 12th inst. at Noon	
CHINWANTAO	ROFSANG	Brit. str.	—	K. Jenkins	MELOHNS & Co.	To-morrow, at 3 A.M.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	PRINZ LUDWIG	Ger. str.	—	K. Jenkins	BUTTERFIELD & SWIRE	To-morrow, at Midday	
SHANGHAI & TSINGTAU	YINGCHOW	Brit. str.	1 m.	S. Spencer Wilde	JARDINE, MATHESON & Co., LD.	About 10th inst.	
SHANGHAI VIA SWATOW	NYANSA	Brit. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 11th inst. at D'light	
SHANGHAI, KOBE & YOKOHAMA	HANGKONG	Brit. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 12th inst.	
SHANGHAI, KOBE & YOKOHAMA	CORDILLER	Brit. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 13th inst. at D'light	
SHANGHAI	LOVAT	Brit. str.	1 m.	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 13th inst. at Noon	
SHANGHAI	SHANGHAI	Brit. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
SHANGHAI, KOBE & YOKOHAMA	Q. J. D. ABERS	Jan. str.	k. w.	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
SHANGHAI, KOBE & YOKOHAMA	BOMBAY MARU	Jan. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
SHANGHAI	LOVAT	Brit. str.	1 m.	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
SHANGHAI	DEYANHA	Brit. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
SHANGHAI, KOBE & YOKOHAMA	SANUKI MARU	Jan. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
SHANGHAI & TSINGTAU	KANSHOW	Brit. str.	1 m.	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
SHANGHAI, KOBE & MOJI	FORILLA	Brit. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
SHANGHAI	DOHENIA	Am. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
SHANGHAI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
AMOI & TAKAO VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
FOOCHOW VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
AMOI & TAKAO VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
FOOCHOW VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
AMOI & TAKAO VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
FOOCHOW VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
AMOI & TAKAO VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
FOOCHOW VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
AMOI & TAKAO VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
FOOCHOW VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
AMOI & TAKAO VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
FOOCHOW VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
AMOI & TAKAO VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
FOOCHOW VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
AMOI & TAKAO VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
FOOCHOW VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
AMOI & TAKAO VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
FOOCHOW VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
AMOI & TAKAO VIA SWATOW & AMOI	YEDDO	Swed. str.	—	K. Jenkins	JARDINE, MATHESON & Co., LD.	On 14th inst.	
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# PACIFIC MAIL

STEAMSHIP COMPANY.  
THE AMERICAN LINE TO SAN FRANCISCO.



From HONGKONG calling at SHANGHAI, MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK TO EUROPE.

## SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. OUTSIDE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Port of Kobe and Yokohama.

STEAMERS	Tons	Sailing
NILE	11,000	SATURDAY, 10th Jan., at 10 A.M.
MONSIEUR	27,000	TUESDAY, 27th Jan., at 1 P.M.
PERLA	9,000	SATURDAY, 7th Feb., at Noon.
KOREA	18,000	
STREBIA	18,000	
CHINA	10,200	
MANOHURIA	27,000	

S.S. "CHINA," S.S. "NILE" and S.S. "PERLA" will proceed to Manila and hence direct to Nagasaki.

## HONGKONG-MANILA SERVICE.

From Hongkong.	Arrive Manila.	Leave Manila.	Due Hongkong.
10th Jan. ... NILE	12th Jan.	27th Jan. ... PERLA	29th Jan.
7th Feb. ... PERLA	9th Feb.		

FOR FREIGHT OR PASSAGE, APPLY TO—  
R. C. MORTON, AGENT.

KING'S BUILDING (opposite Blake Pier). Telephone No. 141.  
Panama-Pacific International Exposition—San Francisco—1915.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong:	Proposed Sailings:	From Colombo:
31st Jan., 1914.	Connecting with "GUJARAT"	16th February, 1914.

EXCELLENT ACCOMMODATION FOR 1st and 2nd CLASS PASSENGERS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

From Hongkong	Proposed Sailings:	Middle of March.
	FIRST CLASS ACCOMMODATION FOR PASSENGERS.	
	FITTED WITH WIRELESS TELEGRAPHY.	

For Rates of Freight and Passage, apply to  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched to SHANGHAI, KOBE and MOJI on 29th January.  
S.S. "DILWARA," 5,328 tons, Captain G. N. Ramage, R.N.R., will be despatched to YOKOHAMA, KOBE and MOJI on 1st February.

S.S. "JAPAN," 6,013 tons, Captain C. P. Sedden, will be despatched for SINGAPORE, PENANG and CALCUTTA on 10th January, at 3 P.M.  
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched as above on 20th January.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to  
DAVID SASSOON & CO., LTD.,  
AGENTS.

Hongkong, 8th January, 1914.

## SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"YEDDO"	7,200	Beginning of March.

For Freight and Further Particulars, apply to  
ARTHUR NILSSON & Co.,  
YORK BUILDINGS, 7th Floor.

## MESSAGERIES MARITIMES.

### FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN  
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.

For	STEAMER	To Sail.
SHANGHAI, KOBE and YOKOHAMA	MAGELLAN	On 12th January.
MARSEILLES VIA PORTS	PAUL LECAT	On 26th January.
	DUMBEA	On 13th January.
		On 27th January.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice versa delivered here.

For further particulars apply to  
S. C. de BUISSE, ACTING AGENT,  
EN'S BUILDING.

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## HONGKONG, CANTON, MACAO & PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 9TH JAN., 1914.

8 a.m. FATSHAN. 8 a.m. HEUNGSHAN.  
10 p.m. FATSHAN. 10 p.m. KINSHAN.

SATURDAY, 10TH JAN., 1914.

8 a.m. KINSHAN. 8 a.m. FATSHAN.  
10 p.m. FATSHAN. 10 p.m. HEUNGSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers.

Day Steamers Call No. 776, Night Steamers Call No. 775.

### HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAI SHAN.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

### EXCURSION TO MACAO.

SUNDAY, 11TH JANUARY, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

F A R E S:

SALOON Single \$3, Return \$5. 1st Class Single \$1.50, Return \$2. 2nd Class Single \$1, Return \$1.50.

Staterooms—Saloon \$1 per person each way. 1st and 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

### CANTON-MACAO LINE.

S.S. SUI AN, 1,651 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

S.S. HOI SANG, 457 tons.

Departures from Macao to Canton on Tuesday, Thursday and Saturday, at 8 a.m.

Departures from Canton to Macao on Monday, Wednesday and Friday, at 8 a.m.

### JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUCHOW LINE.

S.S. SUI AN, 588 tons, and S.S. NAMING, 588 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the Company.

### HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

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## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4,000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 12th Jan., 4 P.M.
ZAFIRO	4,000	F.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 22nd Jan., 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOY KISEN KAISHA, NORDDEUTSCHE LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.

Electric Light, Fans in every Cabin. Competent Stewards Carried.

For Freight or Passage, apply to SHEWAN TOMES & Co., General Managers.

Hongkong, 5th January, 1914.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

### TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO-MILWAUKEE AND ST. PAUL RAILWAY CO.

### SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Leaving

THURSDAY, 22nd Jan., at 1 P.M.

STEAMER

"CHICAGO MARU" ... I. Goto ...

"CANADA MARU" ... T. Hamada ...

"TACOMA MARU" ... J. Kano ...

"PANAMA MARU" ... T. Saito ...

"SEATTLE MARU" ... N. Kobayashi ...

"MEXICO MARU" ...

Calling at SHANGHAI, NAGASAKI, KOBE, YOKAICHI and YOKOHAMA.

Calling at MOJI, KOBE, YOKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasures and Parcels. Special attention given toward Express connection.

### JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Leaving

MONDAY, 12th Jan., A.M.

STEAMER

"JAYA MARU" ... K. Hori ...

"SAIGON MARU" ... T. Yamaguchi ...

"INDO MARU" ... K. Komiya ...

### CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Leaving

WEDDAY, 14th Jan., at Noon.

STEAMER

"KAIJO MARU" ... Y. Yamamoto ...

FOR TAMSUI VIA SWATOW AND AMOY.

Leaving

SUNDAY, 11th Jan., at 10 A.M.

STEAMER

"DAIJI MARU" ... K. Murakami ...

"DAIGI MARU" ... S. Tokunaga ...

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Leaving

FRIDAY, 9th Jan., at 8 A.M.

STEAMER

"SOSU MARU" ... K. Tashira ...

FOR CANTON.

Leaving

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA, MANAGER.

Second Floor, No. 1 Queen's Building.

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Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

### EXCURSION TO MACAO.

SUNDAY, 11TH JANUARY, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

F A R E S:

SALOON Single \$3, Return \$5. 1st Class Single \$1.50, Return \$2. 2nd Class Single \$1, Return \$1.50.

Staterooms—Saloon \$1 per person each way. 1st and 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

### CANTON-MACAO LINE.

S.S. SUI AN, 1,651 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

S.S. HOI SANG, 457 tons.

Departures from Macao to Canton on Tuesday, Thursday and Saturday, at 8 a.m.

Departures from Canton to Macao on Monday, Wednesday and Friday, at 8 a.m.

### JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUCHOW LINE.

S.S. SUI AN, 588 tons, and S.S. NAMING, 588 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the Company.

### HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

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## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4,000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 12th Jan., 4 P.M.
ZAFIRO	4,000	F.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 22nd Jan., 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOY KISEN KAISHA, NORDDEUTSCHE LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.

Electric Light, Fans in every Cabin. Competent Stewards Carried.

For Freight or Passage, apply to SHEWAN TOMES & Co., General Managers.

Hongkong, 5th January, 1914.



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA Capt. K. Jenkins	About 10th Jan.	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. B. Hickey	About 15th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	EGYPT Capt. F. R. Summers	Noon, 17th Jan.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MALACCA	BOBNEO Capt. P. S. R. R. R.	About 21st Jan.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 8th January, 1914.

# CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI & TSINGTAU	"YINGCHOW"	On 10th Jan., M'night.
SHANGHAI	"SHANGHAI"	On 13th Jan., Noon.
KAITUNG	"KAITUNG"	On 14th Jan., 10 A.M.
MANILA, CEBU and ILOILO	"TEAN"	On 14th Jan., 4 P.M.
SHANGHAI	"LUCHOW"	On 15th Jan., 4 P.M.
SHANGHAI and TSINGTAU	"KANCHOW"	On 17th Jan., M'night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "BANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINUA," "TAMING," and "TEAN." Excellent Saloon accommodation. Amplest; Electric Fans fitted; Extra State-rooms on Deck aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN-SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—BUTTERFIELD &amp; SWIRE.

Hongkong, 9th January, 1914.

TELEPHONE 36.

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# THE EASTERN & AUSTRALIAN

## STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA  
VIA MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	14th January	On 30th Jan., 10 A.M.
EMPIRE	31st January	On 27th Feb., 10 A.M.
ST. ALBANS	21st February	On 20th Mar., 10 A.M.
EASTERN	14th March	On 9th Apr., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

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# HAMBURG - AMERIKA LINIE.

## DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

-FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. O. J. D. AHLERS	14th Jan.
S.S. BELGRAVIA	15th Jan.
S.S. SAXONIA	28th Jan.
S.S. SILEZIA	4th Feb.
S.S. HADEN	14th Feb.
S.S. SUDMARK	28th Feb.
S.S. BRISGAVIA	10th Mar.
S.S. SUDMARK	12th Mar.
S.S. BRISGAVIA	25th Mar.

For Further Particulars, apply to—

HOMeward.

For ROTTERDAM, HAMBURG & ANTWERP:	S.S. GOLDENFELS	13th Jan.
For MARSEILLES, BREMEN & HAMBURG:	S.S. EMDEN	14th Jan.
For VANCOUVER, SEATTLE and/or Tacoma & PORTLAND (Or).	S.S. BELGRAVIA	14th Jan.
For HAVRE, EMDEN & HAMBURG:	S.S. SILEZIA	25th Jan.
For VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or).	S.S. SAXONIA	2nd Feb.
For MARSEILLES, HAVRE & HAMBURG:	S.S. ANDALUSIA	8th Feb.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

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# DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	SATURDAY, 10th Jan., at 2 P.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 13th Jan., at 11 A.M.
"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 14th Jan., at 11 A.M.

\* The s.s. "Haimun" will not call at Fochow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 9th January, 1914.

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# TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.



## SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,  
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
* NIPPON MARU	11,000—18 knots	WEDNESDAY, 14th Jan.
TENYO MARU	22,000—21 knots	SATURDAY, 17th Jan.
* HONGKONG MARU	11,000—18 knots	TUESDAY, 10th Feb.
SHINYO MARU	22,000—21 knots	
CHIYO MARU	22,000—21 knots	

\* via MANILA. Omitting Shanghai.

All Steamers will be despatched at NOON.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60.	...
" " " SAN FRANCISCO	£45.	...

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,  
SALINA CRUZ, CALIAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed.	Leave Hongkong
KIYO MARU	17,000—14 knots	TUESDAY, 3rd February, 1914.

For Full Particulars as to Passage and Freight, apply to—

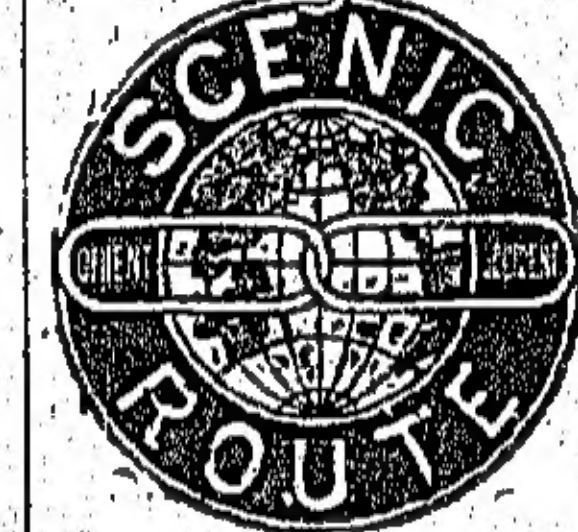
S. MORIMOTO, AGENT,  
King's Building.

TELEPHONE 291.

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# SAN FRANCISCO

## SCENIC ROUTE



TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC  
DENVER AND RIO GRANDE.

MAIL SHIP SERVICE.

	Tonnage	Speed
S.S. TENYO MARU ... ..	22,000 ... ..	21 knots
S.S. CHIYO MARU ... ..	22,000 ... ..	21 "
S.S. SHINYO MARU ... ..	22,000 ... ..	21 "
S.S. NIPPON MARU ... ..	11,000 ... ..	18 "
S.S. HONGKONG MARU... ..	11,000 ... ..	18 "

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Earliest Advances in the Science of Shipbuilding, being equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every State-room, Brass Beds, Porcelain Bath-tubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC—DENVER AND  
RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourist Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA, and King's Building, HONGKONG.

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# AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.  
S.S. "KOBBER," 9,900 tons, will leave as above on 15th January, at 4 P.M.  
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins.  
Stewardesses, Laundry, Wireless Telegraphy.  
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.  
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUZ and PORT SAID.  
S.S. "CHINA," 11,800 tons, will leave as above about 2nd February.  
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:  
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £3.15, II £2.1.6.  
BY ST. GOTTHARD EXPRESS:  
Via Venice, Milan, St. Gotthard, Lucerne, Bale, Leon, Calais or Boulogne, Class I £3.15, II £2.1.6.  
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £3.1.11, II £2.9.8.  
BY TAVERN EXPRESS:  
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6.  
TO SHANGHAI:  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st February, at 6 A.M.  
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.  
TO KOBE VIA SHANGHAI, YOKOHAMA.  
S.S. "VORWAERTS," 12,900 tons, will leave as above about 31st January.  
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDEE, WIELE & Co., AGENTS,  
Princes' Building.

Hongkong, 5th January, 1914.

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# IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUETZOW," Capt. H. Tackton	17,300	Wed'ay, 21st Jan., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINZ LUDWIG," Capt. F. von Binzer	18,300	Saturday, 10th Jan., at 3 A.M.
MANILA, YAP, MARONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND," Capt. A. Hertzog	6,750	Saturday, 24th Jan., at 9 A.M.
KOBE	"PRINZ WALDEMAR," Capt. O. Juranj	5,100	About Tuesday, 3rd Feb.
JESSELTON, KUDAT and SANDAKAN	"BORNEO," Capt. J. Koblher	5,000	Wed'ay, 4th Feb., at 9 A.M.

All the Steamers of the Imperial Line are fitted with Wireless Telegraphic New System of Telefunken.

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# PASSENGER SEASON 1914.

## NORDDEUTSCHER LLOYD. BREMEN.

### MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
* "PRINZ LUDWIG"	18,300 TONS	ON FEBRUARY 3RD.
"GOEBEN"	17,300	ON FEBRUARY 18TH.
* "DERFFLINGER"	17,250	ON MARCH 3RD.
"KLEIST"	17,000	ON MARCH 18TH.
* "PRINZ EITEL FRIEDRICH"	17,000	ON MARCH 31ST.
"YORCK"	17,000	ON APRIL 15TH.
* "PRINCESS ALICE"	20,300	ON APRIL 28TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.  
CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.  
All the Steamers of the Imperial Line are fitted with Wireless Telegraphy. (System Telefunken.)  
EARLY BOOKING RECOMMENDED.

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## FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

STEAMSHIP	OUTWARD.	about 1914	HOMeward.
"MARK"	2nd Febr.		FOR MARSEILLES, DUNKIRK, ANTWERP, ROTTERDAM and BREMEN/HAMBURG: S.S. "MARK" about Middle of March.
"TUEBINGEN"	16th Febr.		FOR HAVRE, EMDEN and HAMBURG/BREMEN: S.S. "TUEBINGEN" about End of March.
"LOTHRINGEN"	2nd March.		FOR MARSEILLES, ANTWERP, ROTTERDAM and BREMEN/HAMBURG: S.S. "LOTHRINGEN" about Middle of April.
"THUERINGEN"	16th March.		FOR HAVRE, DUNKIRK, EMDEN and HAMBURG/BREMEN: S.S. "THUERINGEN" about Beginning of May.
"FRANKEN"	30th March.		FOR MARSEILLES, ANTWERP, ROTTERDAM and BREMEN/HAMBURG: S.S. "FRANKEN" about Middle of May.
"GOETTINGEN"	13th April.		FOR HAVRE, EMDEN and HAMBURG/BREMEN: S.S. "GOETTINGEN" about Beginning of June.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.  
MELCHERS & CO.

GENERAL AGENTS.

Hongkong, 19th December, 1913.

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# THE TAIKOO DOCKYARD

## AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS. BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS, BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING S.S., MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD &amp; SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK"

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